Public Works (1896) Department.

9278

G.O., No. 8729

DATED 24th October 1896

26/10

[Despatch Abstract.]

Brief: Estimate of Rs. 1540 for constructing a [illegible]
at 8 miles, 7 furlongs and 560 feet in the 2d reach
near Thathampatty Periyar Project, sanctioned
subject to the approval of the Govt. of India & the redistri-
bution of the sanctioned provision for direct charges
for the Project already applied for; Rs. 560 of the proposed outlay being
contributed by the interested Ryots.

85/IX

T.C. 24/10

27/10

[P. W. 28. 600—18-2-96.]

BACK PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

FURTHER PAPERS.

G.O.	No.	Department.	Date.	G.O.	No.	Department.	Date.

IRRIGATION.
ACCOUNT.

Government 1896 of Madras.

PUBLIC WORKS.

Recd. } 1896. *Enclosures*

Regd. *Spare copies*

G.O., No. 872 I., 24th October 1896.

OCTOBER.

Bridge

Estimate of Rs. 1,540 for constructing a — at 8 miles 7 furlongs and 560 feet in the second reach near Thathampatty Periyár project, sanctioned, subject to the approval of the Government of India to the redistribution of the sanctioned provision for direct charges for the project already applied for, Rs. 560 of the proposed outlay being contributed by the interested ryots.

GOVERNMENT OF MADRAS.

PUBLIC WORKS DEPARTMENT.

Irrigation.
Account.

READ—the following paper :—

From W. HUGHES, Esq., Superintending Engineer, VI Circle, to the Chief Engineer for Irrigation, dated Trichinopoly, 23rd September 1896, No. 1185 M.D.

I have the honour to submit, for sanction, an estimate of Rs. 1,540 for constructing a bridge at 8 miles 7 furlongs and 560 feet in the second reach, near Thathampatty village, Periyár works.

2. The Periyár main channel runs close to the village of Thathampatty intercepting a cart-track from it. This track was originally proposed to be diverted to the super-passage about a quarter mile above the site of the new bridge, *vide* survey accompanying, but the Executive Engineer recommends the construction of a bridge partly for the convenience of the ryots holding lands south of the channel, but chiefly owing to the impossibility of crossing the super-passage during the flood times, and he states that the ryots have agreed to pay the excess cost, viz., Rs. 560 (see margin) of the bridge over that for forming the road which has been estimated to cost Rs. 1,090. Arrangements are being made for the recovery of the above amount from the ryots.

	RS.
Cost of bridge	1,540
„ forming a road to super-passage and thence to the disputed cart-track.	1,090
Difference ...	450
For works	450
Establishment and tools and plant ...	110
Total ...	560

3. In regard to the design it is a bridge of the ordinary type having six segmental arches of 12 feet span and a roadway of 8 feet width between parapets. The necessary hydraulic details are given on plan.

4. According to a decree of the District Munsif's Court the department was bound to make roads on both sides of the channel connecting the super-passage with the existing road. A bridge on the present road will suit every one better and as the cost to Government will be the same the estimate is recommended for sanction. There is no provision for the work in the project estimate.

ENCLOSURE.

REPORT to accompany the plan and estimate for constructing an accommodation bridge at 8 miles 7 furlongs and 560 feet in the second reach, main channel, near Thathampatty.

	RS.
Amount of the estimate	1,540

The track from the village of Thathampatty to Neerathan and other villages south of the main channel which has been intercepted by the excavation of the main channel, second reach, at 8 miles 7 furlongs and 150 feet was originally proposed to be diverted to the super-passage at 8 miles 5 furlongs above it. The villagers objected to the portion of the channel, where this track crosses, being cut away unless a bridge is constructed at the site, and filed a suit

(Original Suit No. 455 of 1893) in the District Munsif's Court. The Munsif in his finding, dated 22nd December 1894, decreed that the portion of the channel should not be cut away until the department makes a road connecting the super-passage at 8 miles 5 furlongs with the village on the left side and with the existing cart-track on the right of the disputed site. The barrier has now been removed on the understanding that the villagers will be given the road required by them.

Thathampatty is a large and important village, and there are extensive lands under cultivation on the lower side of the channel. It would help in a great measure to facilitate and accommodate the wants of the ryots by the construction of the proposed bridge. Besides, the super-passage is not easy to cross during heavy rains, owing to the great velocity of water through it. In the rains of 30th October, the floods spilled over the sides of the super-passage and it was impossible for cattle or any one to cross.

The bridge has been designed as economical as possible, the roadway being eight feet between parapet walls and it costs Rs. 1,540, while the cost of construction of the road decided by the court is about Rs. 1,090. The bridge is, however, very necessary owing to the reasons given above.

The villagers agree to pay the extra cost for the construction of the bridge, if Government desires it.

The proposed plan and estimate are therefore recommended for early approval and sanction.

The work will be carried out in accordance with the standard specifications current in the department.

20th April 1896. (Signed) A. V. RAMALINGAM,
Asst. Engr., Madura Sub-Division.

Order—No. 872 I., dated 24th October 1896.

The following estimate is sanctioned, subject to the approval of the Government of India to the redistribution applied for in G.O., No. 816 I., dated 9th October 1896, of the sanctioned provision for direct charges for the Periyár project, Rs. 560 of the proposed outlay being contributed by the ryots interested in the construction of the bridge:—

Capital expenditure not charged to Revenue.
49. Irrigation.
Periyár Project.
I. Works.
2. Main Canals and Branches.
7. Bridges.
Constructing a bridge at 8 miles 7 furlongs and 560 feet in the second reach near Thathampatty.

	RS.
Estimate	1,540

2. This sanction is registered as No. 125 I of 1896–97.

3. The execution of the work will be deferred until the contribution from the ryots is realized.

(True Extract.)

Under Secretary to Government,
Irrigation Branch.

To the Chief Engineer for Irrigation.
„ Superintending Engineer, VI Circle, with four enclosures.
„ Examiner, Public Works Accounts.

Exd J. P. Oliver.

~~H.E.~~

PUBLIC WORKS DEPARTMENT,
IRRIGATION BRANCH.

No. 872 I. d/ 24th October 1896.

PROCEEDINGS OF THE MADRAS GOVERNMENT.

Irrigation

UNDER date the

READ the following

Print with Report

From Supg Eng, VI Circle, No 1185 d/ 23.9.96

48

The following [illegible] is sanctioned, subject to the approval of the Govt of India to the redistribution applied for in GO no 816 I.*, d/ 9th Oct 1896, of the sanctioned provision for direct charges for the Periyar Project, Rs 560 of the proposed outlay being contributed by the ryots interested in the construction of the bridge:–

A.R.H. 20.10.96

* In press

Issue

W.H. 23/10

2-10 96

Capital Expenditure not charged to Rev.

49. Irrigation

Periyar Project

I Works

2. Main Canals & Branches

7. Bridges

Constructing a bridge at 8 miles 7 furlongs & 560 feet in the 2nd reach near Thathampatty.

Estimate Rs 1,540

2. This sanction is registered as No. 1259 of 1896-97.

3. The execution of the work will be deferred until the contribution from the ryots is realized.

[signature]

13/10
96

W.H.

7. S. 9.
23/10

9
5
11
60

To
The Chief Engr for I.
Supdg Engr VI with 4 enclos
Ex. E. Coi.

[signature]

12/10

E. I. Form No 1—1,000—27-11-95.

[signature]

H. E. 19/10 R 22/10.

CE.J
29-9-96

Public Works (1896) Department.

CURRENT No. 9278.

R 86 PR

Order

From

The Supdt. Engineer
Madura.

No. 1185 md

Dated 23d. September 1896.

Received ~~25-9-96~~ 24/5
Regd. 16.10.96

Enclosures ~~2.~~ 5 (2 plans)

Spare copies

SUBJECT.

A. bridge at 8 miles 7 furs & 560 ft on the 2d Reach, near, Shathampilly village, Periyar works:—
Submits for sanction an estimate of Rs 1540 for constructing. ——

BR 25-9-96 entered ...
[illegible]

BACK PAPERS.

G.O.	No.	Department.	Date.

FURTHER PAPERS

G.O.	No.	Department.	Date.

No. 1185 md,

Supdg Engineer's office 6 Circle
Trichinopoly 23rd September 96
5/24/—

10

From

W. Hughes Esquire
Supdg Engineer 6 Circle

To

The Chief Engineer for Irrigation
Madras.

Enclosures 3
1 Plan
1 Survey
1 Estimate with report &c.

Sir,

I have the honor to submit for sanction an estimate of Rs 1540 for constructing a bridge at 8 miles 7 furlongs & 560 feet in the 2nd reach, near Nathampatty village, Periyar Works.

2. The Periyar Main Channel runs close to the village Nathampatty interrupting a cart track from it. This track was originally proposed to be diverted to the superpassage about a quarter mile above the site of the new bridge vide survey accompanying, but the Executive Engineer recommends the construction of a bridge partly for the convenience of the Ryots holding lands South of the channel but chiefly owing to the impossibility of crossing the superpassage during the flood times, and he states that the ryots have agreed

to

to pay the excess cost, viz Rs 560 (see margin) of the bridge over that for forming the road which has been estimated to cost Rs 1090. Arrangements are being made for the recovery of the above amount from the ryots.

3. As regard to the design it is a bridge of the ordinary type having 6 segmental arches of 12 feet span and a roadway of 8 feet width between parapets. The necessary hydraulic details are given on plan.

4. According to a decree of the District Munsiff's Court the Department was bound to make roads on both sides of the channel connecting the Superpassage with the existing road a bridge on the present road will suit every one better and as the cost to Govt. will be the same the estimate is recommended for sanction. There is no provision for the work in the Project Estimate.

Cost of Bridge Rs	1540
Do of forming a road to Superpassage & thence to the disputed cart track Rs	1090
Difference	450
For works	450
Establishment & tools & plant	110
Total Rs	560

CHIEF ENGINEER
FOR IRRIGATION.
29 SEP 96.
No. 86 IR

I have the honor to be
Sir
Your most obedient servant

W. Hughes
Supdg Engr 6 Circle

SUPG. ENGINEER'S OFFICE, No. 353
21 APR. 1896
P.W.D.
SIXTH CIRCLE.

D.

Recd: 21/4 / 20.4.96

Report

to accompany the plan and estimate for con=structing an accommodation Bridge at 8 miles 7 furlongs & 560 feet in the 2nd Reach Main Channel, near Thathampatty.

Amount of the Estimate Rs ~~1300~~ ~~1375~~ ~~1520~~ 1540 – „ – „

Enclo: 2. 1. Plan 1. Estc

The track from the village of Tha=thampatty to Neerathan and other villages south of the Main channel which has been inter=cepted by the excavation of the main channel 2nd Reach at 8 miles, 7 furlongs and 150 feet was originally proposed to be diverted to the Super=passage at 8 M. 5 fur. above it. The villagers objected to the portion of the channel, where this track crosses, being cut away unless a bridge is constructed at the site, and filed a suit – (O.S. No 455 of 1893) in the District Munciff's court, The Munciff in his finding dated 22nd December 1894, decreed that the portion of the channel should not be cut away until the Department makes a road connecting the Superpassage at 8 miles, 5 furlongs with the

village

village on the left side & with the existing cart track on the right of the disputed site. The barrier has now been removed on the understanding that the villagers will be given the road required by them.

Thathampatty is a large and important village, and there are extensive lands under cultivation on the lower side of the channel. It would help in a great measure to facilitate and accommodate the wants of the ryots by the construction of the proposed bridge. Besides, the Superpassage is not easy to cross during heavy rains, owing to the great velocity of water through it. In the rains of 30th October, the floods spilled over the sides of the Super-passage and it was impossible for cattle or any one to cross.

The bridge has been designed as economical as possible, the road way being 8 feet between ~~railings~~ parapet walls and it costs Rs ~~1800~~ ~~1375~~ ~~1520~~ 1540 while the cost of construction of the road decided by the Court is about Rs 1090. The bridge is, however, very necessary owing to the reasons given above.

The villagers ~~will subscribe a fair~~ agree to pay ~~the~~ extra share

~~share to~~ cost for the construction of the bridge, if Government desires it.

The proposed plan and estimate are therefore recommended for early approval and sanction.

The work will be carried out in accordance with the standard specifications current in the department.

A.V. Ramalingam
Assistant Engineer
Madura Sub-Division

A. Joyce
Executive Engineer
Madura Division
10/11

CHIEF E[illegible]R
FOR IRRI[illegible]TION
[illegible]
NO.

C.W.E.I
52/78/58